

THE CHINA MAIL.

PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 18TH OCTOBER, 1866.

BIRTHS.

At Yokohama, on the 16th September, Lady HARRY PARKES, of a Son.
At Hongkong, on the 13th October, the Wife of CHARLES OSBORN, of a Son.
At Shanghai, on the 12th October, the Wife of HENRY DICKINSON, of a Son.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 13th Oct., by the Rev John Wilson, R.S., Acting Colonial Chaplain, WILLIAM CHICE, to EMILY AINSWORTH.

DEATHS.

At Shanghai, on the 5th October, MARIA HANNAH HEDSON, aged 12 months and 12 days, the beloved daughter of Joseph Hudson, of Hongkong.
At Shanghai, on the morning of 30 October, at 1 A.M., Captain J.A. BURNAN, of the *Janet Mitchell*, aged 72 years.
On Board H.M.S. *Melville*, Hongkong, on the 14th October, RICHARD AUSTIN, Armourer, H.M.S. *Jeune*, aged 34 years.

At the Government Civil Hospital, Hongkong, on the 14th October, HENRY SHARRAN, Police Constable, H.M. Naval Yard, aged 25 years (Fever).
At the Seamen's Hospital, Hongkong, THOMAS FLEMING, Master, British ship *Orion*.

SUMMARY OF NEWS.

News from Corea has arrived at last but not quite sort of news that was expected. People have been expecting to hear that the French had taken some decisive steps in the way of teaching the Coreans that murdering foreigners is an unlawful pastime, but the French Admiral, waiting we presume for the arrival of his squadron, has only sounded his way to the capital and returned; but a sad tale of Corean barbarity accompanies this intelligence. The master and crew of an American schooner with two English gentlemen have been roasted to death by order of the king or his father—some accounts say the latter—the unhappy victims having been tied down in their berths and the ship then set on fire. We may suppose that some notice will be taken of this by the British Government. Whether lawfully there or not their barbarous murderers, have no shadow of excuse for this atrocity and it is to be hoped that prompt and effectual punishment will be inflicted; not a pecuniary one only let us trust, as there is but too good reason to fear will be the case where the lives of British subjects are concerned.

A second edition of a Dictionary of the English and Japanese languages, compiled by Japanese Scholars, has been published at Yeddo. The preface to it is exceedingly modest. "The first edition (says Mr. Horikosi Kamenosky, the editor) of this work, published in the second year of the Neigo Bunkin, being entirely sold out, I was ordered to revise and correct it for a second edition. But, every thing being done very precipitately and hastily, it left me no sufficient time, but to correct some considerable typographical errors and mistakes in the translation and to add two tables, showing the conjugation of the irregular verbs and explaining the signs and abbreviations mostly used." He acknowledges the assistance of learned friends, but "notwithstanding all this, there will be found a good many faults as yet, and I request, that he who may find any will be so kind as to indicate them to me." This second edition seems to have been very successful: an edition of 1,000 copies having been sold within 5 days.

Private advices state that the Governor of Nagasaki is so much afraid that Chiosu's men will come there that he has sent his wife away to Yeddo, but it is thought there is not much fear of danger in Nagasaki, so long as foreigners are in the place.

A List of the Land Renters, at Shanghai who have lots registered at the United States Consulate, has been published, for the first time. This will form a useful register and will no doubt much facilitate the authentication of the ownership of lots. We trust, says the *North China Daily News*, that in addition to the registration at the Consulate, the idea of a general registration office, irrespective of nationality, will be carried out.

The same paper says:—The verdict given in the case of Oxford & Co. versus Byramjee is certainly of a very original description. The case turned upon the question of whether in the sale of certain goods on behalf of the Defendant, after receiving a letter withdrawing limits, the Plaintiffs had been guilty of negligence in the legal acceptance of the term. This was carefully explained to the Jury by the Assistant Judge in his summing up, and it was also pointed out to them that the question they had to decide upon was a matter of fact, namely what, according to the custom of the Trade in Shanghai, would amount to such negligence. After deliberating for half an hour, they returned and gave a verdict that the Plaintiff had a right to sell the goods, but that it might have been exercised with better judgment. As was naturally to be expected the Counsel both for Plaintiff and Defendant at once claimed the verdict, reminding the spectator of the inimitable sketch in *Punch* of the two Cockney sportsmen each claiming the fallen bird. The Court had accordingly to say what the verdict meant, and decided it was for the Plaintiff. Of the correctness of this view, there can be little doubt; what the Jury intended doing being to give a verdict of not being guilty of legal negligence, but at the same time to express a private opinion of their own about

the way the Plaintiffs conducted their business; and this they did in such a clumsy way as apparently to stultify themselves. It seems to be getting the fashion for juries in Shanghai to go a little beyond their sphere in giving comments upon matters beside the facts upon which they have to decide. However desirable it may be for a Jury at times to express an opinion upon some glaringly irregular matter brought to light in the course of a trial, as a rule any thing beyond the exact verdict required should be avoided; and indeed in giving a verdict alone, a Jury will generally do well to adopt the wise advice from an old to a new judge, to give his decisions, but never state his reasons.

There is a superfluity of amusements just now at Shanghai. Madame Bishop trills forth her ballads as charmingly as ever; Professor Bushell astounds the multitude by displays of electro-biologic power; and the Lenton troupe demonstrate the agile flexibility of which the human frame is capable, and the capacity of the brute creation for mental education. Cricket is in full career, and the races are at hand. Madame Bishop and Professor Bushell will ere long, we understand, visit Hongkong.

The *Recorder* informs us of another daring act of piracy committed between Ningpo and Shanghai. It appears that two valuable laden junks, while off Nankoo, on the night of the 8th instant, were attacked and captured by pirates, and that the *Lorchia*, tender to the Chinese gunboat *Pan-a-Sheep*, in endeavouring to render assistance to the junks, was beaten off, with the loss of five men killed and two dangerously wounded, who are now lying in the Ningpo Hospital. On the afternoon of the 9th the *Paou Shan* left Ningpo in pursuit of the Pirates.

Native reports from the northern portion of the Kiangsu province mention the presence of large bodies of Nien-fei on the borders of Shantung and Honan; and state that Tsen-kwo-fan is about to move his headquarters to Tsinan, the Capital of the latter province, in order to operate against them.

The *Hankow Times* says:—The Nienfei seem endowed with a Hydra like form of existence; for, notwithstanding the reports that thousands have died by starvation or the sword, the swarm returns annually, increased in numbers and boldness. As far as can be learnt, their courage is still very defective, and their armour so inefficient as to render it almost impossible for them to capture a fortified city defended by a few hundred native troops, a gallant band of volunteers, and one or more gunboats. But although thus feeling secure with regard to our personal safety, the trade of the port and provinces suffer so materially from the incursions of these robbers, that we hail with great joy the prospect of bidding them a final adieu. The futile attempts of the mandarins to cleanse their Augean stable having brought down on them the reproaches of government, and having unjustly served to render the Chinese soldier an object of contempt to friend and foe, they were only too glad to resort to any experiment by which valour and confidence might be instilled into the hearts of their troops. They accordingly, eight months ago, requested M. Giquel to undertake the formation of a Franco-Chinese Contingent; and it is the success which has hitherto attended his efforts that induces us to make the present remarks. Should drill progress favorably during the remaining months of the year, and should the Contingent be persuaded to add to the number of the Contingent, which has already been reviewed, we will have in it a very formidable opponent to present to the Nienfei.

We are glad to see that the Subscription Lists for the building of a Church at Hankow have come out, and that the amount per hong speaks well for the liberality of the community. There appears to be no doubt that all will give towards this most desirable object. The subscription list shows donations to the amount of Tls. 1400.

HONGKONG.

Locally we have no very important occurrences to note.

Some of the hundred invited Hongkong guests at the Macao ball, given by the Macaenses in honor of His Excellency, José Rodrigues Coelho do Amaral, the Governor, returned on Tuesday, and report the affair as having come off with a great deal of eclat. The ball commenced immediately after the arrival of Sir R. G. MacDonnell and Lady, who made their appearance rather late. An amusing contretemps varied the proceedings. A well known resident was mistaken for the Governor and was accordingly all the honors intended for Sir Richard MacDonnell which had to be again rehearsed when the Governor actually made his appearance. There were probably 300 persons present at the "Théâtre de Don Pedro V" where the dancing took place. A magnificent supper was laid out, to which the guests sat down at 2 o'clock. The ball lasted till about five o'clock this morning, and everything was carried on with spirit and animation until that protracted hour. There

were probably a dozen Hongkong ladies present. Speeches were made by both the Governors, and altogether Macao has not seen such a feast for some time past. The supper table was laid out in the Stage in very good taste, and in front of it a beautiful grotto was arranged, in which a pretty fountain was splashing its cooling waters. When the curtain, which until supper time had been down, was drawn up, a fairy like scene was displayed. On board the *White Cloud*, which steamer took the greater part of the Hongkong guests over yesterday, a very elegant déjeuner à la fourchette was provided by her courteous commander, Captain Carroll.

A public meeting to take steps for the formation of a Rifle Club was held yesterday, a report of which will be found elsewhere. 100 names appear on the list of members, and the idea seems to "take." We wish the Club every success.

We are glad to state that the missing cutter of the *Oprey*, with the crew of 12 men and the master, arrived here safely on Saturday morning, in a Chinese junk. It appears that after losing sight of the *Oprey*, and beating about against strong winds and currents, they made one of the islands in the St. John Group, 50 miles south of Macao. The mandarin there treated them well, supplying them with provisions, and sending them to Hongkong in a junk.

Ten cent pieces are according to a contemporary being coined daily at the Mint. Nearly a million have been turned out already and preparations are being made for an issue of pieces of 20 cents each. Forty thousand, we have been informed, the number of the smaller coins the Mint machinery is capable of turning out daily and from 18 to 20 per cent is the estimated profit on the manufacture of this class of coin, which is not, intrinsically, of the value for which it passes current by law.

It is reported that Captain Noelle of the Prussian schooner *Vampyr* is the bearer of some important dispatches from the Sultan of Soocoo to the King of Prussia, ceding to that government certain territorial rights and privileges. Should the report be true which we have every reason to believe it is, it will be interesting to learn what views Prussia entertains as to colonizing in the far East. She has long been supposed to have had an eye on Formosa (not Borneo) but the recent war compelled her to concentrate all her energies on home matters. Now that peace is declared will she assert her newly acquired position in these seas?

It is rumoured, (the *Mercury* says) with what truth we know not, that a change is about to be made in the Headship of the Police, and one of the senior Student Interpreters has been mentioned as the successor to the present chief.

Two men engaged in the Lubra Piracy have turned up at Macao, and have proceeded to Canton, with the detectives, to endeavour to identify some more of the scoundrels.

The Acting Viceroy of the Two Kwang, Jui-lin, received on Sunday last his actual appointment to the post, and will therefore vacate the office of Tartar General, which he has hitherto held. During the two years that Jui-lin has acted as Viceroy, he has gained favourable opinions for a liberal disposition towards foreigners. He is the only Tartar holding high office in the Province, but even his present promotion puts him on a lower grade than he formerly occupied, having been a member of the Imperial cabinet.

The weather has now become cool, and the festival time of Hongkong is approaching. We may congratulate ourselves on having passed one of the most healthy summers with which Hongkong has been blessed for some years.

THE DIFFERENTIAL DUTIES AT THE PHILIPPINES.

The decree by which the Spanish Government has at length abolished tonnage dues (with the exception of a small impost for lights and river-clearing, of 64 cents per Ton) on vessels arriving at and departing from Manila and the out-ports in ballast, has a somewhat important bearing on China shipping interests, and from this point of view we wish to give it some prominence. In an article in the *China Mail* of 18th May, we called attention to the injurious nature of an impost which acted as a fine on vessels going to the Philippine ports in search of freight. We then said, after adducing self-evident reasons in support of what we alleged, "It is, in fact, but too clearly evident that tonnage dues on vessels which enter and depart in ballast exercise a most repellent effect, and deprive the mercantile community of the choice and abundance of tonnage they would otherwise have. We cannot think that the Manila Authorities, particularly in view of the superior attractions thus afforded to neighbouring free ports, can have sufficiently considered these things." We are therefore rejoiced to see that so decided a step in the right direction of reducing heavy tonnage dues on seeking ships has been taken by our Luzonian friends. There is still a point in their mode of levying the general tonnage dues to which we then adverted, and which we are still unable to comprehend on any

sound principle. We mean that, when vessels take anything to Manila—even a parcel or small case which may be called cargo—they are charged several cents per Ton more than if they landed nothing. This regulation does not apply to the out-ports, Cebu, Iloilo, Sual and Sambonga except in the case of vessels arriving and leaving in ballast. But, it not infrequently happens that, when it is desired to send across to Manila a case or parcel, it cannot be done, because, by so doing, the vessel carrying such case or parcel subjects herself to additional tonnage dues,—though sufficient freight may not be got together to make it worth while to incur them. The latter mode of overcoming the difficulty is seldom available in the case of vessels other than Spanish, as the differential duties act as a prohibition on the import of goods into the Philippines in any other than Spanish bottoms, and this brings us to the point to which in this article we wish chiefly to refer.

Much as the port of Manila and the Philippines in general may benefit by a partial suppression of tonnage dues, there will be no very visible change in their present comparative inactivity until the differential duties are assigned to the limbo of so many other economical errors by the advancing tide of modern thought and experience. This is a fact which we are glad to see has been recognised by our able contemporary, the *Diario de Manila*, some of the articles in which are characterized by a thoughtfulness, on these questions, beyond the average. After attending to the changes produced by time in old legislative enactments, and condemning, by implication, those which still hamper the Philippine trade, the *Diario* in its issue of 14 September last, went on to say, "In the present day, the spirit of those legislative enactments has been extraordinarily modified, and its tendency is to do away with restrictions, without excepting those based on protectionist motives, as, for example, the differential duties, already condemned in principle by political economists, and maintained only by fear of the present damage which their suppression would cause to interests created under the protective system." Everywhere the same story of "vested interests" to be cared for, before the talismanic words "move on!" can be effectively pronounced.

We fear the reasonings of our contemporary found but faint echo in the minds of the European and native shipowners of the colony. Nor need we be surprised at this. It is well known that the abolition of the Navigation Act in England evoked the fiercest possible opposition from British shipowners, who could not see the apparently paradoxical fact that more liberty for foreign ships would bring about such increase of general trade, wealth, and movement as to be ultimately beneficial to that ill-treated, oppressed, but somehow generally opulent individual, the British shipowner himself. Still less did they care to bear in mind the fact that it is not ships which create trade, but trade, ships. The practical (first evolved out of the theoretical) sense of the economists triumphed, after a long and hotly-contested fight, and what was looked on as the Great Palladium of our commercial marine fell before the combined efforts of men to whom the nation and the world owe a deep debt of gratitude.

Now, the effect of the Spanish differential duties in the Philippines is this: The impost on goods imported by foreign (i.e. other than Spanish) vessels is exactly double that on goods imported by ships of Spain. In other words, the Tariff duty on most articles being 7 per cent by Spanish bottoms, it is 14 per cent by foreign. In exceptional instances where the articles either might, or do, come into competition with Spanish or Philippine products, it is 20 and 40 per cent by Spanish, and 50 per cent by foreign ships. Mark the consequence. Almost all foreign ships arriving at Manila naturally come in ballast, and indeed but seldom go there except in fulfillment of charters to load produce, or other set purpose.

What a strange, almost sad, perversion of the "fitness of things," does this seem? A ship arrives in the splendid Bay of Manila, but it brings no costly freight—whether more or less—as it might have done, to add to the Philippine wealth and Philippine revenue. It has toiled over many a league of waters to add a few hundred tons more of sterile sand or stones to the Philippine shore. The bringing of the produce of the Glasgow and Manchester mills, of the London foundries and Bencoolen, and the Yorkshire looms of England, textures, and German and French merchandise and wines, is reserved for a few—mostly ancient—Spanish vessels which periodically plough their slow and uncertain way across the Ocean, to the exclusion of the finest and fastest English and American ships, which might convey their cargoes at a third of the freight. The Spanish ships which land at Liverpool, London, and Glasgow for the Philippines charge £4 to £5 per Ton measurement. Foreign ships would bring the same cargo for £1.10 to £2 per Ton. In the same way, and on the same principle, the carrying trade to Manila from China is confined to the little schooners and brigs, which, like minnows amongst the Tritons, we see moving about the Chinese treaty ports, and at the present moment there is scarcely a single Spanish vessel loading in England for the Philippines, owing to the Chilean war, and the differential duties impede exports by ships of other nations to Philippine ports. We are aware that among Spanish shipowners and the *poco-cuante* portion of the Spanish public, our wishes to see the differential duties numbered among the things that were would be met by the cry of "protection for national shipping," and that they would go on to allege that, while shipping is in its infancy, it requires to be sheltered from the keen wind of competition. The old phantasm of England being bent on securing a monopoly of the carrying trade

by apparent concessions of freedom to foreign shipping, by which the Spanish public will continue to be influenced, probably for years to come, would also be invoked, in spite of the lucid exposure of the absurdity of the notion by pens like those of Bastiat and Chevalier.

It is curious to see how tenacious of life are some fallacies. The Manila Government have for years been endeavouring to get their mail from Europe expeditiously, and on moderate terms, but it is no secret that the differential flag-duty has always stopped the way. The Peninsular and Oriental Co. asked for a suspension of the differential duty in their case, but did not get it, and without it, although in receipt of a heavy subsidy, they did not care to continue. Negotiations with Saigon and the *Messageries Impériales* failed from the same cause, and the Manila Government have continued to get their mail, in the most costly manner, by their own war-steamer, which will not receive cargo, or even parcels of any kind. Respecting the accommodation on board of those steamers, for more than a very limited number of passengers, we can, notwithstanding the invariable courtesy of their officers, say but little in its favour. We understand that a line of steamers, belonging to the China steam ship Co., has been established between Manila and Singapore, to run once a month in connection with the French mail, and we wish it every success, but we do not see how, without a subsidy and with differential duties on the cargo it may convey, it can be made to pay. In fact, we are aware that the line would not have been established but for the hope, based on the assurances of some of the Manila authorities, that the differential duties would, in its case, most probably be abolished.

Every consideration, political, commercial, and social should urge the Manila community and the Manila merchants to have the differential duties abolished. The *Philippines* will pardon us if we seem to be meddling with their affairs, but we know the Philippines and their resources, and the unsurpassed elements of wealth, now lying idle, which they contain. We know their physical features too—the grand outline of their mountains and the wide sweep of their fertile plains, and feel an interest in this magnificent portion of the tropical East which we would fain communicate to our readers, even if from a mercantile point of view only.

SPANISH FREE TRADERS.

In our last issue we showed some reasons why, even for the sake of Spanish interests in the East, the differential duties at the Philippines should be abolished. Not only the *Diario de Manila* lifts up its voice, with no uncertain sound, against the maintenance of time-worn regulations which place Spain on a lower level than other nations, but the press of Madrid (no longer the isolated, non-communicable Madrid of other days) attacks them. At Madrid there is a band of earnest free-traders, mostly young men, who are giving the sturdy but loitering old giant Monopoly some home thrusts, and who, by meetings, discussions, pamphlets, and speeches, at the *Ateneo*, *Bolsa*, and *Circulo*, disseminate among their half-converted countrymen a knowledge of economical truths. From one of their publications, the *Gaceta Economista de Madrid*, we take the following well-directed shaft. "Another point which is still unremoved in Spain, in spite of the experience of other countries, is the differential flag duty, which has been proved in every place where it has been abolished, not only to be productive of no useful result, but to be extremely prejudicial. Before fully expressing our opinion on so pernicious a form of protection, we will add a table of statistics to give a practical form to our observations—for, as regards the theory of the matter, it is so obvious as scarcely to require argument of any kind. For, what is the effect of the differential flag duty? Purely and simply an artificial enhancement of freight, of the most obnoxious nature, not only because it places us at a great disadvantage with respect to the countries where such additional charge does not exist, but because it heightens in the most extraordinary manner the price of the articles we require to import from abroad." It would be difficult to put the matter in a few lines more forcibly than this Spanish writer has done. His colleagues of the "Association for Tariff Reform," formed at Madrid and extending to the provinces, and which numbers such locally well-known names as Figuerola, Pastor, Gatiano, Rodriguez, Bona, Praxedes, and Segoria, are equally earnest in the cause—to which Bona has in fact dedicated his life. In Spain a Government Committee has been at work for some time on the Tariff, and has taken into especial consideration the suppression of the differential flag duty. The *Epoca* gives the statistical result of the official enquiry, and after remarking that "it is time that the press should support the hoped for reform by throwing all possible light on this really vital point of our commercial interest," it adds, "The comparative diminution of the number of Spanish vessels during the last few years, as will be seen by the official tables, is so rapid that the national flag loses more than 300,000 tons of cargo from 1854 to 1859, and in 1862 it does not employ the amount of tonnage which it reached in 1850, whilst, on the other hand, an increasing progression is so rapidly under foreign flags, which shows in 1862 double what it did in 1850. It further follows, (adds the *Epoca*), that the progressive increase noticed in the export and import of merchandise in our ports from 1850 to 1862, and which amounts to \$9,979 tons, is chiefly owing to the foreign flag, as the national flag, to which it was hoped to assure a monopoly by means of the differential duty, has lost 3.61 per cent. And what in our judgment is strange, is that the international trade has not disappeared altogether, leaving our vessels confined to the coasting trade, for, with

much truth the *Lloyd Espanol* and *Comercio Economista*, repeating the phrase inserted in one of our previous numbers say, that one hundred years of protection have been enough to ruin our ship-owners."

Speaking of the Philippines, it is in accordance with such a system as the above, that such Spanish vessels as we occasionally see are made the sole conveyances of cargo to Manila from hence. Not that we believe these vessels would be driven off the line by the disappearance of the differential duties. On the contrary, we believe that they have local advantages which would favor them greatly; and we further believe, that, as has always been found to be the case, the increase of trade which would take place on liberty being given to all ships, without distinction, to convey cargo, would serve to give them in the long run an augmented share of freights to China and their own provinces.

Nothing would vivify the trade of the Philippines so much as steam communication by merchant steamers along their fertile and populous coasts. The lowest estimate of the population of the Philippines gives four millions and a half, but up to very lately there was only one, very small, steamer running from Manila and that only to one province; that of Iloilo. The *Fei Ma* (now the *Cebu*) has just been put on the line between Manila, Iloilo and Cebu. The impossibility of putting on any foreign owned steamer without first changing the flag, at a heavy expense, and transferring her to Spanish ownership, has always been found a bar to the application of capital in that direction, although there are a number of stupendous steamers on the Chinese coast which might be remuneratively employed in the inter-island Philippine trade.

COREA.

The news from Japan brought by the *Sue-nada* is somewhat curious in its details. By the columns of the *North China Daily News* we learn that the French Admiral proceeded in the *Dervour* accompanied by the *Tardif* on a surveying expedition to within sight of the capital; that he was prevented with provisions &c. and requested to leave and that his ships were twice fired at on his return; and a paragraph in the *Recorder* informs us that the *General Sherman* American schooner, with an English missionary on board, had been burnt and the crew and passengers murdered. In the same issue of the *Daily News* giving the above particulars is a long account of the kindness shown by the Coreans to the shipwrecked crew of the *Surprise*, and a leading article in that paper draws attention to the great contrast between the hearty good will exhibited by the Coreans and the stunted hospitality afforded by the Chinese after the shipwrecked sailors had crossed the frontier. Our readers will find full particulars in other columns.

So singular an instance of marked hospitality and brutal murder—for such was the burning to death of the *Corea* at *Shi-nan*—occurring within a few days of each other on the part of the Coreans, cannot but give rise to speculation as to the actual character of this strange and hitherto almost unknown people. The destruction of the American schooner seems to have been by order of the king's father, while at the same time the kindness shown to the castaways was apparently the act of the Government officials over whom, from recent accounts, this unreasonably inclined individual would appear to have absolute influence. It was by his orders that the late torture and murder of the ill-fated Catholic missionaries took place, and he appears to be a bigoted tyrant of the worst stamp; and yet this very same ruler permits a crew of shipwrecked mariners to be forwarded to their own Consul at the nearest Chinese treaty port and treats them with a humanity "which," says the *Daily News*, "is remarkable, and leads us to again express a hope that full investigation will be made into the circumstances attending the recent massacre of French missionaries before any severe measures are adopted towards a people who have shown so great humanity to other foreigners in their need. Our conception of the inhabitants of this isolated little kingdom has not hitherto been very clear; but we have certainly believed them inferior in civilization to the Chinese; yet we find them, though bound by no treaty, showing greater regard for the rites of hospitality than the latter, and treating men thrown entirely on their mercy rather as welcome guests than as troublesome intruders."

Accepting as true both stories as to their barbarity and kindness which thus greatly make their simultaneous appearance in the same columns there can be but one explanation, viz: that when left to themselves the Coreans are a gentle and hospitable race; but that under the influence of evil minded officials who share the ancient Chinese exclusive ideas, they are capable of horrible barbarities. Should it unfortunately prove true that Mr Thomas, the able missionary and linguist on board the *General Sherman*, has indeed died an agonizing and ignominious death, the British and American naval authorities will surely be directed to cooperate with the French in giving Corea that first lesson in the law of nations which it seems to be the destiny of the nineteenth century to impress upon the semi-barbarous nations of Eastern Asia. It is useless to say that he and the Captain and crew of the schooner rushed on their fate because they had received warning that the natives were hostile; had they been captured as prisoners only, such a plea might have availed and gentle means might have been resorted to to obtain their freedom. But no law whatever justifies a semi-barbarous race in roasting those who fall into their hands. Out of our goodness however, and Mr Thomas and his companions may have thus unconsciously served as the victims whose fate is destined to throw open to the world and to the humanizing influences of Christianity and western

civilization a new case their deaths useful than any in life could have been with only a partial facts. It is still are prisoners only, no means definite, been done by the in the murder of it a regard for but he accounts how shown to the crew most thoroughly and that those alone who thus ventured to escape few years since the time is possibly to avenge subjects. Thanks price policy of the ing into a state of importance. If M panions have inde British residents in no considerable by Sir R. Alcock rities in the matter we fear the con worthy, even in the nificant matter, of lately has attached

Since writing the from indisputable count given of the *Sherman* and those true. They were their berths and the the unhappy victims slowly to death. the Coreans was pirate junk, as the Thomas protested tations of his cap deaf ear to all his We may add derived from a g arrived from the tuted enquiries in witness of the aff ties examined.

R. Some interesting appeared in the the signatures of and "Festina Legatos" Railway fr In one of the let poared the follow correspondent F that the most s brought about in posed line of ra and Soochow, day in the junk, dep means of liveli essential consider be, not to stop it respondent lasti from the direct from which po the various stat fact so far from for such traffic precisely the sar in England that ed after railways before that cha second place so to bring about r of employment, the iron road was against crime as has proved in o fact that in t arising at Sooch obtain the aid of four hours by co hal, ought to b Chinese officials scheme; which doubt they woul sent menaced as During the advan ble of the advan ing roads to be be regretted the nity which the permission to co br. It would rather for pea the advantage of Chinese Autho granted the pe opportunity is lo peace and improveme means of preser ever, see why t explained to the pension made which might be interests." W general tenor must reiterate o North of Chin ful effort be ma thing railways, practicably a p pretty equally b place, the Pekin superior advan tum to demon ment the safe fit of a well co effort be made two sets of off the local prej the genii of the Shanghai, than pondance of clement of the another agent that neighbour established with local difficulties places. Suppos against such a the Foreign boar

the *Lloyd Español* and *Corona*—repeating the phrase inserted in previous numbers say, that years of protection have been in our ship-owners."

of the Philippines, it is in such a system as the above, which vessels as we occasion made the sole conveyance of such from hence. Not that these vessels would be driven by the disappearance of the duties. On the contrary, we they have local advantages they have them greatly; and we, that, as has always been the case, the increase of trade takes place on liberty being ships, without distinction, to, would serve to give them an augmented share of China and their own provinces, would vivify the trade of so much as steam communication merchant steamers along their populous coasts. The lowest population of the Philippines four millions and a half; but lately there was only one, steamer running from Manila to one province, that of *Fei Ma* (now the *Cebu*) has it on the line between Manila, Cebu. The impossibility of any foreign owned steamer changing the flag, at a heavy and transferring her to Spanish has always been found a bar to the capital in that direction there are a number of steamers on the Chinese coast to be remuneratively employed in island Philippine trade.

COREA.

from Japan brought by the is somewhat curious in its details the columns of the *North* *News* we learn that the mission proceeded in the *Derwent* by the *Tardif* on a expedition to within sight of the coast he was presented with and requested to leave and ships were twice fired at on his a paragraph in the *Recorder* in the *General Sherman* Anmer, with an English missionary had been burnt and the crew

RAILWAYS.

'Some interesting correspondence has lately appeared in the *Shanghai Recorder* over the signatures of "Traffic," "Iron Road," and "Festina Lente," respecting the proposed Railway from Shanghai to Soochow. In one of the letters signed *TRAFFIC* appeared the following paragraphs:—"Your correspondent *Festina Lente*, who argues that the most serious results would be brought about in consequence of the proposed line of railway between this place and Soochow, depriving the men employed in the junk and carrying trade of their means of livelihood, overlooks two very essential considerations. The effect would be, not to stop it altogether, as your correspondent hastily assumes, but to divert it from the direct line to and from places from which produce could be brought to the various stations on the line; and in fact so far from there being less demand for such traffic there would be more; in precisely the same manner as it was found in England that more horses were employed after railways had been introduced than before that change took place. In the second place so far from a railway tending to bring about riots by throwing men out of employment, there cannot be a doubt that the iron road would be the surest safeguard against crime and faction in China as it has proved in other countries. The mere fact that in the event of a disturbance arising at Soochow, it would be possible to obtain the aid of foreigners within three or four hours by communicating with Shanghai, ought to be sufficient to induce the Chinese officials to look favorably upon the scheme; which indeed there can be little doubt they would do, if they were at present menaced as formerly by the insurgents. During the rebellion they were quite sensible of the advantage to be gained by allowing roads to be made; and it is much to be regretted that we allowed the opportunity which then existed of obtaining the permission to construct a railway to pass by. It would have been the surest guarantee for peace in the future; and, for the advantage of immediate assistance, the Chinese Authorities would have gladly granted the permission. The golden opportunity is lost. We have given China peace and have now to beg her to permit improvements which would form the best means of preserving it. I do not, however, see why the whole matter cannot be explained to the native officials, and compensation made for any actual damage which might be done to property and vested interests." While fully agreeing with the general tenor of the above remarks, we must reiterate our belief that in the extreme North of China alone can any successful effort be made in the way of inaugurating railways. Putting all questions of practicability aside—and they seem to be pretty equally balanced in favour of either place, the Peking plain offering, if anything, superior advantages—the great desideratum is to demonstrate to the Central Government the safety, convenience, and profit of a well constructed Railway. If any effort be made in the South there will be two sets of officials to fight instead of one—the local prejudices as to *Kung shui*, or the genti of the locality, are stronger around Shanghai than at Peking, while the preponderance of the more liberal Manchurian element of the population at the capital is another cogent reason for commencing in that neighbourhood. Once seen a railway established with a terminus at Peking and local difficulties will disappear in other places. Suppose, for instance, a petition against such a scheme to be forwarded to the Foreign board (as we have good reason

civilization a new province, and in that case their deaths will have been more useful than any individual efforts, while in life could have been. Of course we write with only a partial knowledge of actual facts. It is still possible that they are prisoners only, the reports being by no means definite. Enough, however, has been done by the Korean Government in the murder of the French missionaries to justify civilized powers in enforcing on it a regard for human life and suffering. The accounts however of the kindness shown to the crew of the *Surprise* being most thoroughly authentic, it is to be hoped that those alone will be punished who have thus ventured to emulate the Chinese of a few years since. We fear however that the time is past when Great Britain is likely to avenge the death of one of her subjects. Thanks to the peace-at-any-price policy of the age, we are fast sinking into a state of less than second rate importance. If Mr Thomas and his companions have indeed died as represented, British residents in China will await with no inconsiderable anxiety the action taken by Sir R. Alcock and the Naval Authorities in the matter, and we hope, while we fear the contrary, that it will be worthy, even in this comparatively insignificant matter, of the prestige which till lately has attached to the British flag.

COOLIE EMIGRATION.

Now that coolie emigration from Macao is reported to be more than usually brisk the attention of the public is again being directed to its features. The press of China has, almost without exception, been unanimous in denouncing it, but it is a subject which will still bear, and in fact requires, discussion. One singular feature in connection with it as now carried on under flags other than British must be noted, and that is the tender, shrinking feeling exhibited by those concerned at any comments being made or discussion being raised upon its merits. We cannot reconcile the unmistakable exhibition of this feeling, which has several times occurred, with the professions of the perfect openness and fairness, which its agents put forth respecting their dealings. The question, however, resolves itself into very simple terms. If all that is asserted by the opponents of the Emigration scheme be true, it is plainly the duty of the press to join unanimously in denouncing what, in that case, is a disgrace to the agents and to the flags under which they act. If on the other hand these allegations be false, it is but just that the aspersions cast upon the conduct of such agents be cleared up, and their good name and humanity vindicated in the eyes of both foreigners and Chinese.

We can easily understand that coolie agents shrink from, and in some cases indignantly appeal to the law to shield them from, such epithets as, "man stealers," "kidnappers," "slave traders," and similar terms, the employment of which argues more outspokenness than prudence on the part of those who thus apply them. But we cannot see that a fair and open discussion of the question—Is the coolie emigration system, properly conducted under British, French, Dutch, Spanish and Portuguese flags—is prejudicial to any who are acting honestly in the matter. For those who are acting dishonestly—if such exist—for those who act in defiance of the common law of humanity which should govern the actions of all men, we have no sympathy whatever, and rejoice that a thorough ventilation of this subject would cause them loss and dishonor. To those who, on the other hand, assert and feel that they are engaged in a lawful business, and that no injustice can be laid to their charge, and that their hands are clean, we are confident that discussion will be, or that it ought to be, welcome.

There is a somewhat confused and misty notion abroad that the British Emigration system is in the main the same as that pursued under other flags. We mention that of Great Britain as being, in spite of some faults, the most openly conducted, being under direct government supervision, and so far as the public can judge, not amenable to any strictures on its honesty or its humanity. In spite of all that has been written about the coolie trade, few people seem to be aware that no Chinese crimps, go between, or agents are employed by the British emigration agents to procure coolies for their ships. Each intending emigrant must come himself before the agent, and be examined as to whether he has been influenced by others to induce him to leave China. He then remains for four days at the Emigration house, receiving free quarters and food, and at the expiration of that time he is again asked if his resolve to emigrate is fixed. Should he answer in the affirmative, he signs an engagement; if in the negative, he walks away, no further questions being put to him. Now here at the very outset we have the fundamental difference between the mode of obtaining emigrants as practised by us and that pursued under other flags. Under some of them at least, Chinese coolie brokers are employed to obtain men, and this alone argues an evil in their systems to remove which no language too vigorous. There may be coolie brokers and coolie brokers—brokers who are honest and brokers who are dishonest, but we defy any sane European to admit the fact that he employs Chinese brokers, and then with a clear conscience assert that "there is no harm in the system he pursues." We fully admit that the regulations framed by the authorities of certain nations read admirably—nay, confining our remarks to this end of the voyage, we are willing to admit that from the date of the coolie's signing an engagement, every thing is conducted in the most fair and humane manner. The evil lies, however, a step before this—in the manner in which the coolies are in the first instance obtained. To assert that they have the power to refuse signing their engagement, while those who assert it know full well that they (the coolies) are in the power of the second-rate coolies who are crimps, is to assert that which though a truth to the ear is a downright lie in the fact. There are people, nevertheless, who thus give the lie to their consciences. That they are permitted to carry on their hateful business is a subject for regret to every well wisher of humanity.

We have thus pointed out the first (and vital) difference between the systems pursued under our own and other flags. We must reserve a further discussion of the subject for a future article.

One of the naval signals now is "Prepare to ram," when foretopmasts are sent down, bowsprits run in, and the ships of the fleet made ready for "a butt all round."

THE NEW DOLLARS. Apropos of the remarks we recently made respecting the opinion entertained by Chinese of the new Hongkong dollars, a paragraph in last *Japan Herald Market Report* possesses peculiar importance. "Who," says the *Herald*, "could ever have imagined that the mint in Hongkong was established for the purpose of assaying silver and guaranteeing its purity, for the sake of the Chinese? Yet, this is the account they turn it to; and we are assured that it pays a Chinaman to buy the Hongkong dollar for melting down into Sycee, and that they have already commenced applying it to such use." If this be true, there is little to fear as to the acceptance of the new dollars by the Chinese. The only matter of which they have any doubt appears to be the source from which they receive them: in other words, they are content to accept them from the Government, or any known mercantile house, but object to receive them from other natives, or from individual Europeans of whose position or antecedents they know nothing.

Until the committee now sitting have come to some conclusion as to what recommendations it is advisable to offer for the consideration of the government, it is perhaps premature to urge that any compulsory steps be taken towards replacing with the new coin the abominable lumps of silver which, under the name of Mexican, are at the present moment a daily trouble and vexation to those who are employed to make and receive small payments in person and to from the Chinese. One step, however, might be taken pending any decision arrived at by the committee—that of proclaiming to the Chinese that it is a penal offence to chop or deface the coin. As a correspondent kindly pointed out to us some days since, an ordinance, (No. 10 of 1865), provides for this, but it may safely be assumed that nine tenths of the Chinese merchants, shopkeepers, and shroffs are ignorant of this fact, and a reminder would have a most beneficial effect. Whatever may be the result of the labours of the commission, there are certain considerations which cannot but be forcibly impressed upon the minds of the authorities. The Foreign Community at Hongkong, and throughout China, require for personal and household purposes some coin which shall, like the British coinage at home, represent a given value under all conditions whether received or paid. Just as the sovereign is always worth 20 shillings for small shopping purposes, so must the dollar and its fractional parts always represent an exact equivalent in cents—and this value must be maintained quite irrespective of its intrinsic worth within reasonable bounds. A sovereign worth, and therefore pronounced by a banker a few halfpence light, is seldom or never refused as the full equivalent for its nominal value in silver when tendered in payment of small accounts; and if the losses now daily incurred are to be obviated, so must it be with the dollar. Another consideration is the advisability of coining a large number of the smaller denominations, half, quarter and ten cent pieces. The temptation to debase is much less as being less remunerative than in the case of a coin worth nearly a crown piece, and the saving of money to men of small means by the possession of these coins is immense. We trust that amidst the more important considerations respecting trade with China, which are involved in the questions now before the mint committee, they will not lose sight of the by no means unimportant interests of the many foreigners in China who, as professional men, members of the Army and Navy, clerks in mercantile houses, Government employés, and the now numerous class of small traders, have rendered the foreign community more akin in its composition to that found at home than was formerly the case.

REGISTRATION.

Apropos of the Registration ordinance it will be interesting to such of our readers as have had not an opportunity of perusing the late *Shanghai papers* to give a few particulars of the working of the Registration office at that port. The return shows, that during the time it has been established 1061 Boys, Cooks, Grooms, and Coolies have been registered. Of these 6 are now on the books for employment and the number employed is 122. We are rather at a loss to understand these totals. That only 122 should be employed out of 1061 and that nevertheless 6 only should still remain on the books for employment seems to show that the office is doing either to neglect on the part of the Chinese or their masters, or use only to a very limited extent. The committee in their report, notice with regret "the falling off in the number of servants engaged through the Registration office, and would here point to the fact of the considerable increase in the robberies of late committed by boys; such a significant fact shows the value the Registration office may be made to the community."

The scheme being a voluntary one at Shanghai considerable allowance must naturally be made for some backwardness on the part of Europeans to take trouble, when already suited with servants in whom they have confidence, but we should nevertheless be expected a better result. The rules of the office have the following notification added at the foot. "To render this office of service to the community, it is hoped they will join the Council in insisting upon their boys, cooks, coolies, grooms, &c. being registered; and it is further notified that for the greater facility of these persons who have not already had their servants registered, the Registrar will call at the various Hongks during the present quarter in the settlement, to obtain the necessary particulars."

The future registration of servants in Hongkong will happily be regulated by the Government, the onus of due registration being thrown upon the Chinese and not upon their masters. Were it other-

wise we should probably fare as badly as Shanghai in the little use made of this powerful agent in securing the honesty of native employés.

A SAYING AND ITS ILLUSTRATION.

"In many ways the British Lion is an unreasonable, prejudiced, and aggravating brute. There is really a good deal of justice in what is said of him on the Continent; he is narrow-minded, insular, incapable of lofty ideas." For any improvements, changes, or deeds which do not furnish indirect flattery for himself, he has a grand contempt or aversion. We should have passed by this estimate of British character, as given in the *Daily Press* of Tuesday last, if that paper had not to-day in itself shown the possibility of there being some ill-blooded cubs of the old Lion's breed, whose yelping might perhaps justify the Continental opinion. Speaking of the burning of the *General Sherman* with people on board, by the *Cereans*, the *Press* declares the American Government "is not bound to notice the fate of men who, knowing that they were going beyond the limits of the protection which could be afforded by their own flag, incurred at their own risk the danger to which they succeeded." That is, the *Cereans* committed no offence against the law of nations, when, in obedience to their monarch's orders, they tied certain unfortunates to the masts of a peaceful trading ship, and destroyed it and them by fire. There is not another journal printed in the English language that would so dishonour itself, not one that would not under the circumstances of such a horrible outrage, insist that prompt punishment should be inflicted upon the savage who ordered the atrocious crime to be committed; and this apart from what the *Press* calls "laudable endeavours to extract for commerce in general, some advantage from the melancholy deaths" of French, American, and British men. But the leading idea has thoroughly impregnated our contemporary's mind, to the exclusion of all that is understood by British, or American, or French honour. It is insinuated that the unfortunate men who were roasted in the *General Sherman*, and the missionaries who were tortured to death, were "hair-brained adventurers," and that unless there were no "ulterior advantage to be derived from the case of the *General Sherman*," no American commander, and therefore it must be presumed, no Frenchman would be justified in seeking to punish their murderers. There can be no mistaking the conclusion of the article—"If we find," says the *Press*, "that the people at large are favourable to our coming, then it will be easy to find out whether the King is most easily influenced by presents or by Armstrong guns." So that we must wait until the *Cereans* take our grey shirtings, before letting the King of *Cereans* know that the life of a peaceful subject of America, of France, or of England, is of less value in the eyes of European governments than the sale of T-Cloths or Cotton cambric and the barbarous murders of our missionaries and traders remain unatoned for until commercial relations are established with their murderers, and when we may either woe their savage King with presents or influence him with Armstrong guns.

Whatever may be "really" said about the British Lion on the Continent is not worth consideration just now. There was a time when the "insular" power of Great Britain made itself felt there in its half of that political liberty which is commensurate with and inseparable from British soil, and when, as now, continental were glad to fly to England the home of national freedom, and the hope of oppressed men. We do not believe our contemporary when it assures us that the type of the British character among Frenchmen, Italians, or Germans is that of a narrow-minded grovelling individual. It is a fragment of its own creation. That there has been some bitterness towards Great Britain, through her policy of non-intervention, is indisputable, but that policy has not its source in disadulter motives. How does Mr Disraeli define them? "The truth is England has outgrown the European continent; the position of England is no longer that of a European Power merely, for she is the metropolis of a great maritime empire extending to the boundaries of the farthest ocean."

MISCELLANEOUS NEWS.

We learn from a local paper that the Post Master General in Hongkong has received instructions from Lord Stanley of Alderley to alter the departure of the Mail from Shanghai on such occasions as it is fixed to leave on Mondays, or Tuesdays, should the alteration meet the approval of the community.

Hongkong has a great deal more hard vitality as a settlement than its old friends are inclined to credit it with. Every body has heard that it is to become a "Deserted Village" as soon as the Stamp Act comes into operation. Something similar was said in 1851 by way of inducing the home government to give the island a little popular parliament of its own, so that it might redeem itself from its "abject condition" of a crown Colony. "As sure," said one pamphleteer, "as the present system of Government is persevered in, equally sure too, will you see house by house withdrawn from the Colony." The "system" has continued, and Hongkong has more houses than ever. Tenders have lately been accepted for a large city hall, and there are not wanting evidences of private enterprise in building operations. Like the modern prophecies of decadence, the ancient seer innocently commits logical suicide, furnishing his opponents with the best arguments against himself. It is a curious reason for a change that "we have all too much to attend to in business to be able to afford time to discuss these questions," and one cannot help smiling when the Mr Oracle Croaker of that day consoled himself with the logical reflection "sooner or later my predictions will be found correct or otherwise." At present they seem to be pretty considerably "otherwise."

It is notified by the Postmaster General, for general information that henceforward patterns and sample of merchandise may be sent in the Mails made up at the Hongkong Post Office for France. The postage on such packets will be collected in France.

We recently mentioned the fact that a second edition of an English and Japanese Dictionary has been brought out by a Japanese compiler. It appears to have met with very great success. The *Japan Times* remarks, "It is a most gratifying fact that the study of English has become so popular in Japan, that the whole of this second edition, consisting of 1800 copies, was sold in less than 10 days, and that none are now to be had. The book is a small quarto of close upon a thousand pages, printed in English and Japanese, and contains the translations of over 36,000 English words. Of the correctness of their rendering into the vernacular of Japan, we are unable to speak, but experts report very favourably of it. After the main body of the book, follows a table of irregular verbs in four columns, headed curiously, "Infinitive," "Present," "Participle," "Participle," showing rather transparently where the editor went for assistance in preparing an English Dictionary. The book, on the whole, does infinite credit to all concerned. The typography is really surprisingly good, though, as the book is printed on Japanese paper, semi-transparent and of bad colour, the work of the printer has not had justice done to it."

A Correspondent suggests to us an easy method might be adopted for checking the tendency displayed by the Chinese to mark or chop new dollars, but his proposal presupposes that an official notification had been issued that no dollars would be accepted in payment of taxes, dues, and other monies according to Government except those issued from the new Mint. The suggestion is that if a chopped dollar of any description is presented, it should be confiscated, a procedure which, as he truly remarks, would teach the Chinese in less than a month that chopping was illegal. Were such an ordinance passed it would doubtless be obeyed, but there are no means of ascertaining, indeed of being as present worth, only some 96 cents in the Hongkong market, for retail business.

A rumour is flying about Shanghai, said to be derived from a telegram via Kiashta which arrived on the 14th inst., that another monetary panic has taken place in London. That the report is current is undoubted, but there are no means of ascertaining as to whether it is reliable, as the telegram was a private one. We have heard some further rumours relative to local affairs, but do not consider ourselves justified in giving currency to what might turn out to be a canard.

Three Consul student interpreters have lately proceeded to Peking, one of them being a first class Cambridge man.

It will be noticed that the *Suvarov* has made the passage down from Shanghai in sixty-three hours. Not bad work for a coast steamer.

The police charges are diminishing so greatly as to lead to the hope that fear of the new ordinances and regulations is driving the once numerous frequenters of the Police Court, from the Colony, to a place where they can transact their business with less hindrance. For the last week there has not been a serious case in the dock, and very few of any sort. This improvement may perhaps be mainly attributable to the increased diligence of the police.

STUPID SUICIDE.—Daddyboy Samboe, a pedlar of Cookman street, fell into the harbour from the Pray Wall East, near the Gas house. He was seen by some Chinese sitting upon the wall, but some time after he disappeared. His shoes and umbrella were left on the wall. Efforts have been made to recover the body, but have not yet succeeded.

We learn that the consecration of a Roman Catholic Bishop (the Vicar apostolic of Japan) will take place at the Catholic Cathedral on Sunday next, the 20th inst.—*Ibid.*

HONGKONG RIFLE ASSOCIATION. A PUBLIC MEETING was held on Wednesday afternoon, in the Supreme Court, for the purpose of forming a Rifle Club. About 40 gentlemen were present. On the motion of Mr. Thompson, seconded by Mr. Davidson, Mr. Coxon was placed in the chair. The following resolutions were unanimously passed:—

- 1.—That the Association be called the "Hongkong Rifle Association."
- 2.—That the Association shall consist of all persons paying Five Dollars per annum, or a donation of Twenty-five Dollars to the Hongkong Rifle Association; donors of the latter to be constituted life members.
- 3.—That no person shall be accounted a member until the first subscription be paid, nor be allowed to compete for prizes until he has been elected a member.
- 4.—That a committee be formed consisting of a President and six members, including the Treasurer and Secretary, with power to add to their number and fill up vacancies.

Some conversation took place on the rule relating to membership, whether natives should be excluded or not. The unanimous opinion arrived at was that there should be no restriction on the ground of nationality. This meeting then proceeded to elect a President and Committee of six. A ballot resulted as follows: The Hon. W. H. Mercer, President; Messrs Harris, Linstead, Trapp, Davidson, Thomson, and Coxon, committee. The proceedings terminated with a vote of thanks to the Chairman. It is gratifying to know that the movement has met such a very general support from the leading men of the community. The member's list comprises about 100 names, and we have no doubt that number will soon be increased. It is intended, we understand, to solicit His Excellency to become the Patron of the Association. The committee will wait upon him on an early date with that object. Such an official recognition of its existence will give stability to the Association, and His Excellency will we hope accede to the request.

THE BA LA MAO. We copy the following amusing paragraph from the *Press* report of the festivities at Macao:—"The Governor of Macao arrived shortly before ten, and was received with great cordiality. Owing, we believe, to some inaccurate information as to the time at which the ball was to begin, Sir Richard and Lady Macdonnell did not arrive till nearly an hour afterwards. The hotel, however, was entered by one incident after which perhaps a good many of the guests would not willingly have exchanged the little tedium of waiting. It was about half-past ten when the band, which was wandering about in the recesses of music, without any fixed purpose, suddenly burst out into rapturous enthusiasm over God Save the Queen. The Governor of Macao proceeded rapidly to the entrance, a brilliant cascade of swords, epaulettes, and gold lace poured out after him, the loitering guests moving forward to see the arrival of the distinguished party, forming a sort of lane across the reception room, and there entered, a portly and respected citizen of the town, one of its oldest inhabitants, one who is not altogether unconnected with the shipping interest. It was a mistake in short, and the Governor had not arrived at all, but burst of music, the avalanche of orders and Aides-de-camp, the courtesy of Governor Anaxar, had been all offered up as incense to the Union Docks. How the mistake arose does not appear, unless the look out had orders to telegraph the arrival of any craft with a more than usually imposing appearance. Even then he must have been impressed by tonnage simply, without regard to rig, but the origin of the error, as the reception accorded to the fortuitous hero of the incident is of small moment. It gave great zest to the first hour of the entertainment, and many guests would rather have sacrificed an engagement, than the pleasure it afforded them. The real reception of His Excellency was not in the least degree, damped by the previous rehearsal. The band again played "God Save the Queen," the Governor and his brilliant followers, confident of being in the right time, were as courteously expressed as before, and when Sir Richard entered, he encountered very salutary on every side." The *Press* concludes with the remark "Not in any more spirit of complimentary good humour, but with the fullest sincerity, the whole affair may be described as a brilliant success, and those on whom the arrangements devolved heartily congratulated on their triumph."

REMARKABLE RELIGIOUS MOVEMENT IN SHANTUNG PROVINCE. We have received the following interesting letter from a Missionary friend at Tientsin:—

TIENTSIN, 14th October. An Editor.—I hope you will deem the following account of sufficient interest to insert in your paper. Many will read and rejoice, while others will wonder and doubt whether these things are so. I propose to furnish a simple statement of facts, as understood or heard of here. About last February an aged stranger was seen in one of the principal streets inside the walls of this city, enquiring where information relating to the Roman Catholic Religion could be obtained. He was directed by some one to the Protestant chapel in care of the English Methodist new connection mission, located by the tower in the centre of the city. He eagerly sought the place; the native assistant who preached that day discoursed on the Beatitudes, dwelling especially on the Blessedness of the pure in heart, because they shall see God. Matt. Chap. 5th verse 8th. The stranger felt and manifested great joy on hearing such sentiments. He subsequently made the following remarkable statements:—"He lived in the township of Lou Ling 樂亭縣 in the province of Shantung distant from Tientsin 450 li, and about 70 or 80 li from the southern boundary of Chihli province. His age was 63 years. Some months previous, he had been taken down with disease, and believed that he was soon to die. He felt that he was unprepared to die and that he was a very great sinner. He became very much depressed in mind in view of his sins. He could find no rest and satisfaction. One night he dreamed that he was conducted away by a superior and beautiful being to the outer gate of a most magnificent palace. He had never seen or heard anything so grand and so enchantingly beautiful. He looked in, and saw that it was full of light and splendor, and that inside were many such things as was his conductor, who seemed to be very happy. On his entering to enter, he was told that such as he was were not permitted to enter. No nuclear and vile person was allowed within. The great difference between himself and these inside was pointed out to him: He

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thirty feet with a base
twenty five, and here are
culverts or sluices of
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| William | Wilson | B. sh | 340 | Aug. 30 | Dana and Co | London | |
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| Vessel | Flag | Capital. | Tons | Horse-power | Owner or Agent |
|---------------|---------|----------|------|-------------|-------------------------------|
| Fame | British | Lefevre | 90 | 110 | H. & W. Cook Co Ltd |
| Leicester | British | " | 265 | " | H. & C. M. Steam-boat Company |
| Pine Dart | British | " | 420 | " | " |
| Kia Shun | British | Baskell | 554 | " | Do |
| Kia Kiang | British | Banning | 1665 | " | H. & C. M. Steam-boat Company |
| Lidin | British | " | 68 | " | Adcock & Co |
| Little Or Han | British | Wendell | 101 | " | Union Boat Company |
| Paying | British | Glen | 838 | " | H. & C. M. Steam-boat Company |
| Singapore | British | Duncan | 136 | " | Ashcroft |
| White Head | British | Frail | 147 | " | Crombie Hart & Co |
| White Head | British | Carroll | 380 | " | H. & C. M. Steam-boat Company |

| Vessel | At | Flag & Rig. | Tonn. | Captain | Owner. |
|--------------|------------------|-------------|-------|----------|-------------------------|
| Fert William | Hongkong | B. sh. | 1099 | Ahimann | P. & O. S. N. Steam Co |
| John Adam | " | B. sh. | 318 | Dumcombe | D. Baxton Sons and Co |
| Rennelga | Macao | P. bk. | 340 | Marques | L. Marques Callao Early |
| Mahomed Noe | Fuchau | B. bk. | 302 | Olliver | Jardine, Matheson & Co |
| Saipie | Nieppo | B. bk. | 241 | Green | Jardine, Matheson & Co |
| Am Weloh | Shanghai | B. sh. | 341 | Koussell | Augustine Heard and Co |
| Ship | " | B. sh. | 632 | (Tandy) | E. Framlie Canns and Co |
| Star Witch | " | B. sh. | 427 | Leaves | Spink Lewis |
| Lady Hayes | " | B. bg. | 472 | Leaves | Jardine, Matheson & Co |
| Washington | " | B. bc. | 393 | Urridge | Jardine, Matheson & Co |
| Patinsider | Tai-han, Formosa | B. sh. | 302 | Bonnett | Jardine, Matheson & Co |
| Fernase | " | B. bk. | " | " | Dent and Co |

Shipping.

VESSELS EXPECTED IN HONGKONG AND CANTON.

Shipping.

VESSELS EXPECTED IN HONGKONG AND CANTON.

Addison, from Liverpool, Feb. 17.

Andromeda, from Gravesend, May 1
Ann Sim, from Sunderland, Apr. 17
Bessie Stanton, from Newport, May 17
Pink Queen, from Cardiff
Nyverherd, Schamp, from Newport, July 14
Ocean King, from London
Odin, from Shields, May 14
Queen, from Singapore

Paragang, from Bangkok.
Parnemo, from Penang.
Pariarch Samhiri, from Hellevoet via Carli.
May 26.

Derwent, from Hamburg, April 3.
Dismarck, from Rotterdam
Ellfin, from Rotterdam
Esauw Nathide, from Havana, May 2.
Era, from Callao, July 10.
Florence, from Bangkok.
Floresin, from Singapore
Fortuna, from Bangkok
Friendship, from Bangkok
Golden Sunset, from Liverpool
Gudaloupe, from Havana
H. M. S. Pearl from Portsmouth.
Her Majesty, from London
Janeline, from Hellevoet van Newcastle, May 2
James Russell, from London, July 13.
Jeanne Alice, from Portland, July 1.
Jeselin, from Callao, July 6.
Lobelia, from London, June 21.
Peter Gladstone, from London
Queen of the Ages, from Perth, July 7.
Amsey, from Sydney, March 4
Red Riding Hood, from London
Castles, from Singapore
Schultz Delitich, from Madeira, May 8.
Shun Lee, from London
Summer Cloud, from Shields, Mar. 4
Soa Belle from London, June 25.
Succes, from Bangkok
Susanne, from Bangkok
T. Campbell, from Bangkok
Tavistock, from London, June 14.
Taylan, from Singapore
Twee Cornelissen, from Cardiff, May 30.
Ton Fall Hin, from Bangkok.
Tsyudeke, from Shields, June 6.
Victory, from Liverpool
Yun Chai Hong, from Bangkok.

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Guadeloupe, from Havana
H. M. & Pearl from Portsmouth.

Her Majesty at London
 Jackson, from Heliopolis via Newcastle, May 2
 James Russell, from London, July 13.
 Jeanne Alice, from Portland, July 1.
 Jessica, from Calicut, July 6.
 Lobelia, from London, June 21.

Tyuswick, from London, June 19.
 Taylor, from Singapore
 T. was Cornelius, from Cardiff, May 30.
 Ten Fail Hin, from Bangkok.
 Tuedadine, from Shields, June 6.
 Victory, from Liverpool
 Yun Chai Hong, from Bangkok.

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Whampoa, October